

**BY ORDER OF THE COMMANDER AFI21-101AMC1 CL-3**  
**AIR MOBILITY COMMAND**

**01 AUGUST 2002**

*Maintenance*

**C-17 DEBRIEFING**  
**CHECKLIST**



OPR: HQ AMC/LGMMP  
(MSgt Mark A. Wilson)

Certified by: HQ AMC/LGM  
(Col James H. Russell)

This checklist complements AFI 21-101AMC Supplement 1, *Aerospace Equipment Maintenance Management*, is formatted so that it may be trimmed to fit aircrew style binders.

This checklist supersedes AMC Form 527, **C-17, Debrief Check sheet**.

## **C-17 DEBRIEFING CHECKLIST**

### ***INTRODUCTION***

This debriefing checklist is to be used, as a guide to assist the maintenance debriefer in ensuring all pertinent information on a system malfunction is included on the AFTO Form 781, **ARMS Aircrew/Mission Flight Data Document**. This checklist is considered minimal and is not intended to replace system knowledge or common sense. The debriefer is charged with the responsibility of questioning the aircrew to make sure all symptoms of a malfunction are known and recorded on the AFTO Form 781. Remember, this may be the only information the technician will have to determine the source of the problem.

Recommended changes to this checklist will be forwarded through channels to HQ AMC/LGM.

**1. Instructions:** Prior to debriefing:

- A. Ensure a Fault Reporting Manual is available for use by the flight crew during debriefing. The debriefing team members will review past debriefing forms, logs, or files to acquaint themselves with any repeat/recurring discrepancies.
- B. The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies.

**2. Debriefing Procedures:**

- A. The debriefing team leader will take charge of the debriefing and debrief the aircrew, utilizing this checklist as a guide.
- B. Review entire AFTO Form 781 for the mission. Using the questions in Section 2 of this checklist, ensure all open discrepancies are as complete and comprehensive as possible. Add any additional information provided during the debrief.
- C. Flight crews will enter a fault code for each discrepancy in the fault code block of the AFTO Form 781.
- D. Cross check previous repeat/recurring discrepancies against mission AFTO Form 781 and annotate in accordance with AMCI 21-101.
- E. Ensure Aircraft Diagnostics and Integrated Test System (ADITS) fault disc is provided by aircrew for input into G081.
- F. Determine if aircraft was flown low level over salt water and act as necessary to comply with T.O. 1-1-691, *Aircraft Weapon System Cleaning and Corrosion Control*.
- G. Ensure **ALL** locations where the aircraft stopped and chemically disinfected for Foot and Mouth Disease, an entry is made in the 781A's. Debriefers will document this information in G081 using screen 9051, with work unit

code 02400 to create the Foot and Mouth Decontamination discrepancy; G081 will automatically enter this information in the aircraft history. Report this information electronically to [HQ AMC/LGMJS@scott.af.mil](mailto:HQ_AMC/LGMJS@scott.af.mil). Accurate tracking is essential. Potentially damaging long-term effects of decontamination on sensitive aircraft parts may occur.

3. **Load maintenance built-in test fault (MBIT) discrepancies from non-ADITS reporting line replaceable units into G081 as follows: “BIT FAULT AVIONICS” or “BIT FAULT NON-AVIONICS” followed by the fault in plain text.**

## **TABLE OF CONTENTS**

### **SECTION 1**

#### **CREW CHIEF**

<b>1. Airframe/Fuselage (2553)</b>	<b>14</b>
a. Loss of Panels	14
b. Noises	14
<b>2. Cargo Doors/Ramp System (5233)</b>	<b>14</b>
a. Cargo Ramp and Door Inop in Flight	14
b. Cargo Ramp and Doors Inop on ground	15
c. ADS Rails	16
d. Troop Airdrop	16
e. Container Delivery	16
<b>3. Main Landing Gear (Will Not Retract/Extend) (3210)</b>	<b>16</b>
<b>4. Nose Landing Gear (3210)</b>	<b>17</b>
a. Nose Gear Steering System Erratic	17
b. Nose Wheel Shimmy	17
c. Nose Wheel Steering	17
<b>5. Wheel and Tire</b>	<b>17</b>
<b>6. Brake and Anti-Skid (Insufficient Braking)</b>	<b>17</b>

**SECTION II**  
**COMM NAV/AFIN**

<b>1. Primary Electronic Flight Control System/EFCS</b>	
<b>(2210/2700) Accomplish “Conditions” Questionnaire</b>	<b>19</b>
a. Ailerons	19
b. Elevators	20
c. Rudder	20
d. Secondary Flight Controls	20
(1) Spoilers	20
(2) Flaps/Slats	20
(3) Pitch Trim (2740)	21
e. EFCS Actuator Control Panel (Did EFCS	
Reset occur and when?) (2215)	21
(1) Pitch or Roll Axis	21
(2) Yaw Axis	21
(3) Pitch Trim	21
(4) Flaps	22
(5) Aileron Trim	22
(6) Elevator Trim	22
f. Auto Flight Control Panel	22
g. Auto Throttle System (2231)	22
h. Split Axis Indicator	22
<b>2. HF Communication (2311)</b>	<b>23</b>
 <b>3. VHF Communication (2312)</b>	 <b>23</b>

<b>4. UHF Communication (2313)</b>	<b>23</b>
<b>5. Aero-I (TBD) (2314)</b>	<b>24</b>
<b>6. Satellite Communication (SATCOM) (2314)</b>	<b>24</b>
<b>7. SATCOM, Army (TBD) (3214)</b>	<b>24</b>
<b>8. ARC-210 (TBD) (2315)</b>	<b>24</b>
<b>9. Auto Communication System</b>	
<b>Processor (ACP) (TBD) (2323)</b>	<b>24</b>
<b>10. Passenger Address (TBD) (2331)</b>	<b>24</b>
<b>11. Interphone Communication (2341)</b>	<b>24</b>
<b>12. Wireless Communications (TBD) (2344)</b>	<b>25</b>
<b>13. Flight Interphone (TBD) (2351)</b>	<b>25</b>
<b>14. Cockpit Voice Recorder (CVR) (2371)</b>	<b>25</b>
<b>15. Integrated Radio Management System</b>	
<b>(IRMS) (TBD) (2381)</b>	<b>25</b>
<b>16. Emergency Communication (2567)</b>	<b>25</b>
<b>17. Recording System (TBD) (3100)</b>	<b>25</b>
<b>18. Central Aural Warning System (CAWS)</b>	<b>25</b>
<b>19. Warning and Caution System (WACS) (3152)</b>	<b>26</b>
<b>20. Multifunction Display (MFD) (3161)</b>	<b>26</b>
<b>21. Standby Indication (3400)</b>	<b>26</b>
a. Standby Compass (3427MN00X)	26
b. Standby Altitude Indicator (3428MN00X)	26
c. Standby Altitude/Airspeed Indicator (3412MM00X)	26
d. Standby Engine Display (SED/SEI) (7741PL001)	27
<b>22. Emergency Communications (TBD) (2567)</b>	<b>27</b>
<b>23. Air Data Computer (ADC) (3416)</b>	<b>27</b>

<b>24. Heads Up Display (HUD) (3425AA00X)</b>	<b>27</b>
<b>25. Weather Radar (3441)</b>	<b>27</b>
<b>26. Radar Altimeter (3442)</b>	<b>28</b>
<b>27. Inertial Reference Unit (IRU) (3445)</b>	<b>28</b>
<b>28. Station Keeping System (SKE) (3446)</b>	<b>28</b>
<b>29. ADF (3451)</b>	<b>29</b>
<b>30. VOR/ILS/Marker Beacon/ Microwave Landing System (TBD) (3451)</b>	<b>29</b>
<b>31. Global Position System (GPS) (3457)</b>	<b>29</b>
<b>32. Distance Measuring Equipment (DME) (3452)</b>	<b>29</b>
<b>33. UHF Directional Finder/UHF-DF (71M)</b>	<b>29</b>
<b>34. VHF Navigation System (3451)</b>	<b>30</b>
a. Operation	30
b. Glide Slope	30
c. Localizer	30
<b>35. TACAN (3453)</b>	<b>30</b>
<b>36. IFF (3454)</b>	<b>31</b>
<b>37. Mission Computer (3462CM00X)</b>	<b>31</b>
a. Mission Computer Display (MCD) (3462AA00X)	31
b. Mission Computer Keyboard (MCK) (3462CT00X)	31
<b>38. Aircrew Data Transfer Device (ADTD) (TBD) (4021)</b>	<b>32</b>
<b>39. Tactical Electronic Warfare (ECM) (4021)</b>	<b>32</b>
<b>40. Explosive Device (TBD) (9700)</b>	<b>32</b>
<b>41. Survival Equipment (TBD) (2564)</b>	<b>32</b>



### **SECTION III**

#### **ELAN**

<b>1. Air Conditioning (2100)</b>	<b>33</b>
<b>2. Pressurization (2130)</b>	<b>33</b>
<b>3. Anti-Ice (3000)</b>	<b>34</b>
a. Wing Anti-Ice (3011)	34
b. Cowl Ice Protection (3021)	34
<b>4. DC Power (2454)</b>	<b>35</b>
<b>5. AC Power (2420)</b>	<b>35</b>
<b>6. External Power (2440)</b>	<b>35</b>
<b>7. External Lighting (3300)</b>	<b>36</b>
<b>8. Interior Lighting (3300)</b>	<b>36</b>
<b>9. Crew Oxygen (3510)</b>	<b>36</b>
a. LOX Quantity Indicator Spinning (3514)	36
b. Loss of LOX or Rapid Quantity Drop (3512)	37
<b>10. Passenger Oxygen (3510)</b>	<b>37</b>
a. LOX Quantity Indicator Spinning	37
b. Loss of LOX or Rapid Quantity Drop (3521)	37
c. Passenger Emergency Oxygen Masks Deployed (3513)	37
<b>11. Auxiliary Oxygen System (3520)</b>	<b>38</b>
a. LOX Quantity Indicator Spinning (3526)	38
b. Loss of LOX or Rapid Quantity Drop (3521)	38
c. Passenger Emergency Oxygen Masks Deployed (3525)	38
<b>12. Fire Detection (2610)</b>	<b>39</b>

a. Fire Indication (2611)	39
b. Partial or Non Indication of a Fire (2612)	39
<b>13. Fire Extinguishing (2600)</b>	<b>39</b>
a. Fire Bottle Did Not Discharge (2623)	39
b. Low Agent Pressure Indication	40
<b>14. Smoke Detection (2613)</b>	<b>40</b>
a. Indication Detection of Smoke	40
b. Failed to Detect Smoke	40
<b>15. OBIGGS (4700)</b>	<b>40</b>

**SECTION IV**  
**PROPULSION**

<b>1. Auxiliary Power Unit (4900)</b>	<b>42</b>
a. Will Not Start	42
b. Slow to Start	42
c. Over Temp on Start	42
d. Vibration	42
e. Supply Pressure Low	42
<b>2. Engines (7200-8010)</b>	<b>42</b>
a. High EGT on Start	42
b. No Start (8010)	43
c. Hung Start (8010)	43
d. Hot Start (8010)	43
e. Engine Surges or Fluctuates at Fixed Power Setting	43
f. Compressor Stalls (7530)	44
g. High Fuel Flow	44
h. Low EPR-Loss or Power-Low Power	44
i. Oil System Malfunction	45
j. Low Oil Pressure (7933)	45
k. Oil Pressure Fluctuation	45
l. Engine Starts but Slow to Accelerate	46
m. Engine Slow to Accelerate from Idle to Power	46
n. High EGT	46

o. Vibration	46
<b>3. Fan Thrust Reverser (7830)</b>	<b>47</b>
a. Thrust Reverser Fails to Deploy	47
b. Thrust Reverser Failed to Stow	47
<b>4. Core Thrust Reverser (7800)</b>	<b>47</b>
a. High EGT on Start	47
b. No Start (8010)	47
c. Hung Start (8010)	47
d. Hot Start (8010)	48
e. Engine Surges or Fluctuates at Fixed Power Setting	48
f. Compressor Stalls (7530)	48
g. High Fuel Flow	49
h. Low EPR-Loss or Power-Low Power	49
i. Oil System Malfunction	50
j. Low Oil Pressure (7933)	50
k. Oil Pressure Fluctuation	50
l. Engine Starts but Slow to Accelerate	50
m. Engine Slow to Accelerate from Idle to Power	50
n. High EGT	50
o. Vibration	51

**SECTION V**  
**HYDRAULICS**

<b>1. Hydraulics</b>	<b>52</b>
----------------------	-----------

**SECTION VI**  
**FUELS**

<b>1. Fuels</b>	<b>53</b>
-----------------	-----------

**SECTION VII**  
**POSSIBLE OPERATING CONDITIONS**

<b>1. Weather</b>	<b>54</b>
<b>a. Lightning</b>	<b>54</b>
<b>2. Flight</b>	<b>54</b>
<b>a. Bird Strike</b>	<b>54</b>
<b>3. Foot and Mouth Disease Decontamination</b>	<b>54</b>

**SECTION I**  
**CREW CHIEF**

**1. Airframe/Fuselage (2553)**

**a. Loss of Panels**

- (1) What was the aircraft's current configuration when panel(s) lost?
- (2) Were any loud noises heard prior to loss of panel(s)?

**b. Noises**

- (1) In what area was the noise detected?
- (2) Did any aircraft systems detect failures during time when noise was detected?

**2. Cargo Doors/Ramp System**

**a. Cargo Ramp and Door Inop in Flight**

- (1) What was the position of the ramp and door control switch?
- (2) Did any of the circuit breakers pop?
- (3) Was the ADS LDGP armed?
- (4) Did you have good hydraulic pressure?
- (5) Did you use overrides?
- (6) Did it unlock and open with overrides?
- (7) Was the ramp trying to open?
- (8) Did it seem like it was binding?
- (9) Where was the binding located or at what sequence of operation did binding occur?

- (10) Did FWD LDCP switches work?
- (11) Did you try using the sump to open the door?

**b. Cargo Ramp and Door Inop on Ground**

**1. Ramp**

- (1) What was the position of the ramp control switch?
- (2) Did you have good hydraulic pressure?
- (3) Was one side of lock train not unlocking?
- (4) Did any of the actuators bind?
- (5) Was the Ramp Toes stowed correctly?
- (6) Was the Aft LDCP armed?
- (7) Did the ramp work using any other of the ramp switches?
- (8) Did you use overrides to open the ramp?
- (9) Did the ramp operate while using overrides?
- (10) Was the ramp making loud noises indicating severe binding?
- (11) Did the ramp meet time requirements?
- (12) Does it operate using the sump?
- (13) Was there any leaks noticed?

**2. Doors**

- (1) What was the position of the Ramp Control switch?
- (2) Did you have good hydraulic pressure?
- (3) Was only one side of door unlocking?
- (4) Were there any loud noises? Describe?
- (5) Did any of the actuators seem like they were binding?
- (6) Did door open using any other switch?
- (7) Were overrides used, if so, did they work?
- (8) Was the AFT LDCP armed?

- (9) Did door open within prescribed time requirements?
- (10) Were there any leaks noticed?

**c. ADS Rails**

**d. Troop Airdrop**

**e. Container Deliver**

**3. Main Landing Gear Will Not Extend/Retract**

- (1) Were any circuit breakers open?
- (2) Were gears visually checked?
- (3) What was their position in relation to your indication?
- (4) Was indicator light on handle on?
- (5) What was position of control handle?
- (6) Position of indicator reading?
- (7) Any unusual vibration or noise? Describe?
- (8) What was indicated airspeed at the time of retraction problem?
- (9) Was hydraulic system operating normally?
- (10) With gear up, did you have No Lock indication?
- (11) Was gear trying to retract but failed to automatically turn the wheels? (Twist Link)
- (12) Did gear retract within specified time limits?
- (13) Was gear up and locked with no indication?
- (14) Was gear trying to extend? Did it fail to automatically turn the wheels? (Twist Link)
- (15) Was gear down and locked, with in-transit indication?
- (16) Was gear extended without lock over-center?
- (17) Was there any severe leaks?
- (18) How was the gear operating up to failure? Smooth, rough



or jerky?

#### **4. Nose Landing Gear**

##### **a. Nose Gear Steering System Erratic**

- (1) At what speed did steering start to get erratic?
- (2) Is it erratic only while turning to one side or are both sides erratic?
- (3) Is gear pulling to one side?
- (4) Is steering stiff, loose or feel like it is binding?
- (5) Does it respond intermittently?
- (6) Is a loud noise heard during turns?

##### **b. Nose Wheel Shimmy**

- (1) Did shimmy stop with nose wheels off the ground?
- (2) At what speed did shimmy start and stop?

##### **c. Nose Wheel Steering**

- (1) When did problem occur? Turning or straight travel?
- (2) Was indicator travel smooth?
- (3) Was problem intermittent or constant?

#### **5. Wheel and Tire**

- (1) Was failure or problem discovered during taxi, takeoff or touch-n-go?

#### **6. Brake and Anti-Skid**

- (1) What position was the problem in? Normal or Alternate?
- (2) Were any of the circuit breakers pulled or popped?
- (3) Was there any hydraulic fluid leakage in the brake system?
- (4) Was the aircraft pulling to one side?
- (5) Was there a **HOT BRAKE** indication?

- (6) Was anti-skid on?
- (7) Did anti-skid system indicate failures?
- (8) Was an operational check performed off-station? What were the results?
- (9) During the operational check, was there any brakes inop or any other brake problems?
- (10) Were hydraulic systems operating normally?
- (11) Were touchdown circuit breakers in?
- (12) Were any brake assemblies cold after landing?

## SECTION II

### COMM NAV/AFIN

#### 1. Primary Electronic Flight Controls

##### a. Ailerons (2713)

- (1) Were any circuit breakers popped or pulled?
- (2) Did ailerons fail to respond normally to stick movements? (EFCS)
- (3) Did ailerons fail to respond normally (EFCS) or mechanically?
- (4) Did you have normal hydraulic pressure?
- (5) Were flight spoilers responding?
- (6) Did ailerons operate with only one hydraulic system?
- (7) Were you getting FULL travel?
- (8) Did it feel like the ailerons were fluttering?
- (9) Were you getting uncommanded inputs?
- (10) Were there any hydraulic leaks in the area?
- (11) When in **Mech. Mode**, did you experience stiffness or binding of stick?
- (12) Did the problem exist in only one direction or both?
- (13) Did problem go away when EFCS was disengaged?
- (14) Was trim functioning O.K.?
- (15) What was the fuel load and distribution?
- (16) Did you have any fuel quantity indication problems?
- (17) Were there any other hydraulic units being operated at

the same time?

- (18) What actions were taken to correct malfunction? What was the effect?
- (19) Did problem increase at higher speed or at what speed did it get better?
- (20) What was the load/CG? Were they recalculated?

**b. Elevators**

- (1) Was indicator travel smooth?
- (2) Did it work in Emergency?
- (3) Did malfunction occur in both pilots and copilots control sticks?

**c. Rudder**

- (1) Was indicator travel smooth?
- (2) At what airspeed did malfunction occur?
- (3) Was flight control sluggish at any time?

**d. Secondary Flight Controls (2700) (Accomplish “Conditions” Questionnaire)**

**(1). Spoilers (2764)**

- (a) Were flight spoilers working on the ground?
- (b) Did they deploy on the ground?
- (c) Did they deploy symmetrically or asymmetrically?

**(2). Flaps/Slats (2752/2784)**

- (a) What position were the flaps in when malfunction occurred?

- (b) What was the flap index indicator reading at the time of malfunction?
- (c) Was indicator travel smooth?
- (d) Were there fault codes?
- (e) Was a fail light indicated?
- (f) Was, **OFF** mode, selected?

**(3) Pitch Trim (2740)**

- (a) Were there any fault codes?
- (b) When malfunction occurred, was control surface intransit?
- (c) Was electrical or manual pitch trim in use when malfunction occurred?
- (d) Were all indications normal? (travel or selected degree of travel)
- (e) Was pilot trim button, Co-pilot trim button or Alt Trim panel used?

**e. Electronic Flight Control System (EFCS) (2200/2700)**  
**Accomplish “Conditions” questionnaire**

**(1) Pitch or Roll Axis**

- (a) Was a fail light indicated?
- (b) Was **PART** or **FULL MECH** selected? If so, why?
- (c) Was a reset required?

**(2) Yaw Axis**

- (a) Was a fail light indicated?
- (b) Was **PART** or **FULL MECH** selected? If so, why?
- (d) Was reset required?

**(3) Pitch Trim (2740)**

- (a) Was a fail light illuminated?
- (b) Was MECH selected? If so, why?

**(4) Flaps (2752)**

- (a) Was a fail light illuminated?
- (b) Was, **OFF** mode selected?
- (c) Was EFCS reset, used during flight?

**(5) Aileron Trim (2712)**

- (a) Was indicator travel smooth?
- (b) Did it work in emergency?
- (c) Did fault occur on both pilot and copilot control columns?

**(6) Elevator Trim (2743)**

- (a) Was indicator travel smooth?
- (b) Did it work in emergency?
- (c) Did fault occur on both pilot and copilot control columns?

**f. Auto Flight Control Panel**

- (1) Were there any engagement problems?

**g. Auto Throttle System (2231)**

- (1) Were there any engagement problems?
- (2) Did throttles track properly?

**h. Split Axis Indicator**

- (1) Did system recover and light extinguish?

## **2. HF Communications (2311)**

- (1) Were there any fault codes?
- (2) What was your frequency?
- (3) What was your mode of operation?
- (4) Was sidetone normal during transmission?
- (5) Was transmission normal during flight?
- (6) Was receive normal during flight?
- (7) How was squelch set?
- (8) Did other aircraft or stations report the same malfunction?

## **3. VHF Communication**

- (1) Were there any fault codes?
- (2) What frequency did the malfunction occur on?
- (3) Did transmission or receive breakup during flight?
- (4) Was sidetone normal during transmission?
- (5) Was transmission range limited? If so, how far?
- (6) Was receiving range limited? If so, how far?
- (7) Does the problem occur on the ground also?
- (8) Did other aircraft or stations report the same malfunction?

## **4. UHF Communications**

- (1) Were there any fault codes?
- (2) What was your frequency?
- (3) Were you in HAVE QUICK mode during malfunction?
- (4) Does transmission or receive breakup during flight?
- (5) Was receive noisy in MAIN or BOTH?
- (6) Was sidetone normal during transmission?

- (7) Was transmission range limited? If so, how far?
- (8) Was receiving range limited? If so, how far?
- (9) Does the problem occur on the ground also?
- (10) Did other aircraft or stations report the same malfunction?
- (11) Was the antenna setting in: AUTO, UPPER, or LOWER?
- (12) Did you try the backup control box?
- (13) Did the malfunction occur in secure or plain mode?

**5. Aero-I (TBD) (2314)**

**6. Satellite Communications (SATCOM) (2314)**

- (1) Were there any fault codes?
- (2) What were your frequencies?
- (3) Was normal line of sight (LOS) transmission or receiving possible?
- (4) Did the problem occur with one or more stations?
- (5) Did the malfunctions occur in secure or plain mode?

**7. SATCOM, Army (TBD) (2314)**

**8. ARC-210 (TBD)**

**9. Auto Communication System Processor (ACP) (TBD) (2323)**

**10. Passenger Address (TBD) (2331)**

**11. Interphone (2341)**



- (1) Were there any fault codes?
- (2) Does transmission or receive breakup during flight?
- (3) Was problem at more than one position?
- (4) Were headsets swapped?
- (5) Did you try the alternate position on the ICS?

**12. Wireless Communication (TBD) (2344)**

**13. Flight Interphone (TBD) (2351)**

**14. Cockpit Voice Recorder (CVR) (2371)**

- (1) Did system self-test?
- (2) Did malfunction occur on all channels?

**15. Integrated Radio Management System (IRMS) (TBD) (2381)**

**16. Emergency Communication (2567)**

**a. Emergency Locator Transmitter (ELT)**

- (1) Was ELT monitored on UHF/VHF?
- (2) Did ELT reset properly?
- (3) Did malfunction occur on landing?

**17. Recording System (TBD) (3100)**

**18. Central Aural Warning System (CAWS) (3151)**

- (1) Were there any fault codes?

**19. Warning and Caution System (CAWS) (3152)**

- (1) Were system circuit breakers checked for being pulled or open?
- (2) Were there any fault codes?
- (3) Did system reset? If not, were known faults still indicated or were they lost during reset?

**20. Multifunction Display (MFD) (3161)**

- (1) Did the MFD intensity adjust correctly?
- (2) Was remote light sensor in AUTO or MANUAL?
- (3) Was information displayed correctly? If not, what was incorrect or missing?
- (4) Was the same information good on another MFD?
- (5) Did faulty information recover when screen was cycled?
- (6) Was a different mission computer tried?

**21. Standby Indication (3400)**

**a. Standby Compass (3427MN00X)**

- (1) Was there excessive heading error in any direction?
- (2) Was it an intermittent error?

**b. Standby Attitude Indicator (3428MN00X)**

- (1) Did sphere drift?
- (2) Did gage correct the problem?

**c. Standby Altitude/Airspeed Indicator (3412MM00X)**

- (1) Was indication high or low?
- (2) Could friction error motor be heard?

- (3) Did error occur on climb or decent or both?

**d. Standby Engine Display (SED/SEI) (7741PL001)**

- (1) If EPR, was faulty indication on MFD or SED/SEI, or both?
- (2) If N1 or N2, was faulty indication on MFD or SED/SEI, or both?

**22. Emergency Communications (TBD)**

**23. Air Data Computer (3416)**

- (1) Was any air data invalid?
- (2) Did both sides agree?
- (3) Did failing side recover when different ADC selected?
- (4) Did failing side recover when pilots and copilots ID switch cycled?

**24. Heads Up Display (HUD) (3425AA00X)**

- (1) Did HUD intensity adjust correctly?
- (2) Was information accurate? If not, what was incorrect or missing?
- (3) Were all display modes selectable from AFSC panel? If not, which ones?
- (4) Was a different Mission Computer tried?
- (5) If alignment problem, accomplish HUD discrepancy questionnaire.

**25. Weather Radar (3441)**

- (1) Any fault codes displayed?
- (2) Was TEST pattern good?

- (3) Were returns weak?
- (4) Was stabilization good?
- (5) What was your altitude?
- (6) Which system malfunctioned, #1 or #2?
- (7) Which mode were you in? (WX, MAP1, MAP2)
- (8) What was the antenna TILT set at?
- (9) What was the GAIN set at?
- (10) Were range marks visible?
- (11) What RANGE was selected when problem occurred?

**26. Radar Altimeter (3442)**

- (1) Any fault codes displayed?
- (2) Did the system self-test?
- (3) Did #1 and #2 system give the same information?
- (4) Was the malfunction present on all displays?

**27. Inertial Reference Unit (IRU) (3445)**

- (1) Did the IRU continue to operate in attitude mode?

**28. Station Keeping System (SKE) (3446)**

- (1) Were there any fault codes?
- (2) What was your SLOT number?
- (3) What was your LEADER number?
- (4) Were you MASTER? If not, who was?
- (5) Were video targets stable?
- (6) Was the Track While Scan information correct?

**29. ADF (3451)**

- (1) Were there any fault codes?
- (2) Did all functions operate properly?
- (3) Did left/right switch drive antenna properly?
- (4) Did CW work properly?
- (5) Was audio reception readable?
- (6) Did the malfunction occur on all frequencies?

**30. VOR/ILS/Marker Beacon/Microwave Landing System (TBD) (3451)**

**31. Global Positioning System (GPS) (3457)**

- (1) Were there any fault codes?
- (2) What was the figure of merit?
- (3) Which system failed, #1 or #2?
- (4) Was “Flush All” used?

**32. Distance Measuring Equipment (DME) (3452)**

- (1) Any fault codes displayed?
- (2) Was there any problem with #1 or #2 systems?
- (3) Was a second system tried on the same location?

**33. UHF Directional Finder/UHF-DF (71M)**

- (1) What frequency was selected?
- (2) Does indicator rotate continuously in one direction?
- (3) Did indicator lock on, 180 degrees out?
- (4) At what distance did DF start to work?

**34. VHF Navigation System (71P)**

**a. Operation**

- (1) Were there any fault codes?
- (2) Was self-test operative?
- (3) What was your frequency?
- (4) Were malfunctions present in more than one frequency?
- (5) Which function if any was inoperative? (VOR, ILS, MB)
- (6) Which indicator was the problem identified on?
- (7) Was there good IDENT?
- (8) Did #1 and #2 system agree?
- (9) Did you have Marker Beacon indications?

**b. Glidescope**

- (1) Was **OFF** flag in view?
- (2) Was the malfunction on #1 or #2 system?
- (3) Were indications the same on both pilots and copilots indicators?
- (4) If on path indicators were in error, how far?

**c. Localizer**

- (1) Was flag in view?
- (2) Were indications the same on both pilots and copilots indicators?

**35. TACAN (71A)**

- (1) Were there any fault codes?
- (2) Was SELF-TEST good?
- (3) What was your frequency?

- (4) Was your problem in AZ or DME?
- (5) Did AZ rotate smoothly?
- (6) Did malfunction occur on all displays?
- (7) Were both systems reporting the same information?
- (8) Did DME lock on properly?
- (9) How far from station did DME lock on?
- (10) Was there a problem with more than one channel?
- (11) How long after take-off did malfunction occur?

**36. IFF (65A)**

- (1) Any fault codes displayed?
- (2) Did the system pass, when “SELF” test selected?
- (3) Was the system checked on more than one mode?
- (4) Was the system weak or inoperative in more than one mode?
- (5) Was system reported weak or inoperative at more than station?
- (6) Was system tried in the “ALL” antenna position?
- (7) Which part of the coded reply was reported incorrect?
- (8) Did any other aircraft report the same malfunction?

**37. Mission Computer (3462CM00X)**

**a. Mission Computer Display (MCD, 3462AA00X)**

- (1) DID MCD intensity adjust properly?
- (2) DID MCD allow for correct data entry? If not, what system and page did indicated fault occur?
- (3) Did another MCD have the malfunction?
- (4) Was a second MCD selected? If so, did fault clear?

**b. Mission Computer Keyboard (MCK, 3462CT00X)**

- (1) Were any keys intermittent? If so, which ones?

**c. Multifunction Controller (MFC, 3161AA00X)**

- (1) Was selected information displayed correctly? If not, which page and screen?
- (2) Was a different mission computer tried on the affected bus?

**38. Aircrew Data Transfer Device (ADTD) (TBD) (4021)**

**39. Tactical Electronic Warfare (ECM) (TBD) (9300)**

**40. Explosive Device (TBD) (9700)**

**41. Survival Equipment (TBD) (2564)**



## **SECTION III**

### **ELEN**

#### **1. Air Conditioning (41A)**

- (1) What was the supply pressure?
- (2) What was the supply temperature to the A/C pack?
- (3) What was A/C pack discharge temperature at time of failure?
- (4) Did you experience any trim air malfunctions?
- (5) Was there any engine bleed air supply malfunctions? (Pressure Shut-Off Valve, Primary Pressure Regulator fail)?
- (6) Was wing isolation valve closed?
- (7) Was a manifold failure indication identified on the WAP and Environmental Control Panel?
- (8) Was the pack switch flow bar illuminated?
- (9) Was there any disagree lights illuminated?
- (10) Did any circuit breakers open?
- (11) Did the system cycle or was it completely inoperative?
- (12) Was the gasper air hot or cold?
- (13) Did you notice any rumbling in the A/C ducting?
- (14) Did you notice a particular odor?

#### **2. Pressurization (41E)**

- (1) Did any circuit breakers open?

- (2) Did you experience an auto pressure controller failure?
- (3) Were both A/C packs operational at the time of the malfunction?
- (4) What mode of operation was the pressurization system in auto or semi auto?
- (5) Did system work in manual?
- (6) What position was the outflow valve in?
- (7) Were any leaks noted? If so, where?
- (8) Were there any messages displayed on the WAP?
- (9) Did outflow valve cycle? What position was it in?

### **3. Anti-Ice (3000)**

#### **a. Wing Anti-Ice**

- (1) Were any system circuit breakers open?
- (2) Did wing anti-ice switch light illuminate indicating the wing anti-ice system was on?
- (3) Were there any messages on the WAP?
- (4) What was the supply temperature at the time of malfunction?
- (5) Did you have an “Manifold Failure” problems that could have contributed to the anti-ice malfunction?

#### **b. Cowl Ice Protection**

- (1) Did any system circuit breakers open?
- (2) After selecting the engine cowl ice protection switch to on:
  - (a) Did the “On” switch light assembly illuminate?
  - (b) Was there any disagree lights on?
- (3) Was there a message on the WAP and did it coincide with the disagree light?

- (4) Was an “Engine Anti-ice Low” message displayed on the WAP? If so, which engine was it for?
- (5) What was the supply temperature at the time of failure?
- (6) Was the anti-ice system activated in the appropriate sequence?

**4. DC Power (2454)**

- (1) What mode of operation were the generators in at the time of failure? Off, Parallel, Split-Parallel or Isolation)
- (2) Any circuit breakers popped?
- (3) Were there any WAP indications?
- (4) What position was the X-tie switch in?
- (5) Were there any disagree lights illuminated?
- (6) Was the system reset?

**5. AC Power (2420)**

- (1) What mode of operation were the generators in at the time of failure? Off, Parallel, Split-Parallel, or Isolation?
- (2) Any circuit breakers popped?
- (3) Were there any WAP indications?
- (4) What position was the X-tie switch in?
- (5) Was the system reset?
- (6) Were there any disagree lights illuminated?

**6. External Power (2440)**

- (1) What mode of operation were the generators in at the time of failure? Off, Parallel, Split-Parallel, or

Isolation?

- (2) Were there any WAP indications?
- (3) What position was the X-tie switch in?
- (4) Was the system reset?
- (5) Were there any disagree lights illuminated?
- (6) Was a different external power unit tried?

**7. Exterior Lighting (44A)**

- (1) Was lighting intermittent?
- (2) When light switch was placed to “ON”, and light(s) did not illuminate, was circuit breaker reset?
- (3) Did circuit breaker OPEN when light switch was placed to “ON” position?

**8. Interior Lighting (44P)**

- (1) Was lighting intermittent?
- (2) When light switch was placed to “ON” and light(s) did not illuminate, was circuit breaker reset?
- (3) Did circuit breaker open when light switch was placed to ON position?

**9. Crew Oxygen (3510)**

**a. LOX Quantity Indicator Spinning**

- (1) Did the quantity indicator continue to spin when the AUX or PAX converter was selected?
- (2) Which direction did the indicator needle rotate? CW or CCW?
- (3) Was the condition constant or intermittent? If so, were there any extenuating circumstances at the time?

**b. Loss of LOX or Rapid Quantity Drop**

- (1) Were there any oxygen regulators on or in use at the time?
- (2) What was the oxygen pressure indication on the oxygen diluter demand regulators at the time of loss?
- (3) Was the crew oxygen converter isolated and a secondary supply source used? If so, did the crew oxygen converter LOX quantity level continue to drop?
- (4) Did the oxygen supply pressure change when the AUX or PAX converter was selected as the supply source?

**10. Passenger Oxygen (3521)**

**a. LOX Quantity Indicator Spinning**

- (1) Were both the loadmaster and cockpit indicators spinning when the AUX converter selected?
- (2) Which direction was the indicator needle spinning? CW or CCW?
- (3) Was the condition constant or intermittent? If it was intermittent was their extenuating circumstances?

**b. Loss of LOX or Rapid Quantity Drop**

- (1) What oxygen systems were on at the same time of the loss?
- (2) What was the oxygen pressure indication on the oxygen diluter demand regulators at the time of the loss?
- (3) Did the oxygen supply pressure change when the AUX or PAX converter was selected as the supply source?
- (4) Was the AUX or PAAX oxygen converter isolated and a secondary supply used? If so, did the isolated oxygen converter LOX quantity level continue to drop?

**c. Passenger Emergency Oxygen Masks Deployed**

- (1) Did all the passenger oxygen masks deploy or only the masks for one regulator?
- (2) At what altitude was the aircraft at when the masks deployed?
- (3) Was there an indication that the masks deployed?

## **11. Auxiliary Oxygen System (47F)**

### **a. LOX Quantity Indicator Spinning**

- (1) Were both the loadmaster and cockpit indicators spinning when the AUX (PAX) converter selected?
- (2) Which direction was the indicator needle rotating? CW or CCW?
- (3) Was the condition constant or intermittent? If it was intermittent, was there any extenuating circumstances?

### **b. Loss of LOX or Rapid Quantity Drop**

- (1) What oxygen systems were on at the time of loss?
- (2) What was the oxygen pressure indication on the oxygen diluter demand regulators at the time of the loss?
- (3) Did the oxygen supply pressure change when the AUX or PAX converter was selected as the supply source?
- (4) Was the AUX or PAX oxygen converter isolated and a secondary supply source used? If so, did the isolated oxygen converter LOX quantity level continue to drop?

### **c. Passenger Emergency Oxygen Masks Deployed**

- (1) Did all the passenger oxygen masks deploy or only the masks for one regulator?
- (2) At what altitude was the aircraft at when the masks deployed?
- (3) Was there an indication that the masks deployed?

**12. Fire Detection (49A)**

**a. Fire Indication**

- (1) Was the indication constant or intermittent?
- (2) What were the throttle settings at the time of the indication?
- (3) Did the indication subside after shutdown or retarding of the throttles of the affected engine (APU)?
- (4) Was there any indication of a high EGT of the affected engine (APU)?
- (5) Were both loop lights and T-handle light on?
- (6) Did both channels A and B loop test prior to the indication?
- (7) Was the engine visually checked?
- (8) Were both “A” and “B” loops operational?

**b. Partial or Non-indication of a Fire**

- (1) Was there any indication of a engine or APU fire? (WAP, CAWS, Warning Horn, T-Handles illuminated or other stations)
- (2) Did the fire detection system test before and after the fire?
- (3) Did the indicators illuminate on the light test after the fire?
- (4) Was there any indication in the manifold detection system?

**13. Fire Extinguishing (2600)**

**a. Fire Bottle Did Not Discharge**

- (1) Were there any circuit breakers out?
- (2) Was there a low-pressure indication after a bottle was discharged?

- (3) Did the low pressure indicator lamp test?
- (4) Which system was fired? (A or B)
- (5) Did T-Handle light go out after pulling handle?
- (6) Did secondary fire bottle fire?

**b. Low Agent Pressure Indication**

- (1) When was the indication period?
- (2) Was it a constant or intermittent indication?

**14. Smoke Indication**

**a. Indication Detection of Smoke**

- (1) Was there any odor of smoke in the area of the indication?
- (2) Was the indication registered at both the cockpit and loadmasters station?
- (3) Was the indication constant or intermittent?
- (4) Any smoke noticed in the flight deck?

**b. Failed to Detect Smoke**

- (1) Did smoke detector test?
- (2) Was there a partial indication of detected smoke?  
(WAP, CAWS, Loadmasters station)

**15. OBIGGS (4700)**

- (1) Which side failed?
- (2) Were there any WAP indications?
- (3) Were their indications of manifold failure?
- (4) What was the air source at the time of the failure? APU or Engine
- (5) Were there any bleed air malfunctions?



- (6) Were there any messages on the MCD?
- (7) Were the A/C packs operating?
- (8) Were there any A/C pack malfunctions?
- (9) What was the storage system pressure?
- (10) What were the engine power settings?

## **SECTION IV PROPULSION**

### **1. Auxiliary Power Unit (4900)**

#### **a. APU Will Not Start**

- (1) Did unit, motor over?
- (2) Was APU inlet door open?
- (3) Did unit run up and not ignite?
- (4) What power source was in use at time of malfunction?

#### **b. APU Slow to Start**

- (1) How long did it take to start?

#### **c. APU Overtemps on Start**

- (1) What was the maximum temperature reached?
- (2) Was the temperature normal after start?

#### **d. APU Vibrates**

- (1) Was the vibration noted during or after start?
- (2) Was the vibration steady state or intermittent?

#### **e. APU Supply Pressure Low**

- (1) What was the maximum PSI provided by the APU?
- (2) Any “Disag” lights?

### **2. Engines (23A)**

#### **a. High EGT on Start**

- (1) What was EGT on start?
- (2) Did starter accelerate engine normally?
- (3) Does fuel flow and RPM fluctuate?

- (4) What was the fuel flow during start?

**b. No Start**

- (1) Was their N2 indication?
- (2) Was there fuel flow indication?
- (3) Were alternate ignition sources tried?
- (4) Any open circuit breakers?

**c. Hung Start**

- (1) How soon was N2 indicated when starter button depressed?
- (2) How soon did fuel flow indicate, when Engine Shut-Off switch was placed to ON?
- (3) What was fuel flow reading?
- (4) Did EGT indicate 20 seconds after Engine Shut-Off switch placed **ON**?
- (5) What was N2% prior to shutdown?
- (6) What was EGT prior to shutdown?

**d. Hot Start**

- (1) At what percentage was N2, when placing Engine Shut-Off switch to ON?
- (2) How soon did fuel flow indicate when Engine Shut-Off switch was placed ON?
- (3) What was fuel flow reading?
- (4) Did EGT indicate 20 seconds after Engine Shut-Off switch placed **ON**?
- (5) At what percentage did N2 reach prior to shutdown?
- (6) What was EGT prior to shutdown?

**e. Engine Surges or Fluctuates at Fixed Power Setting**

- (1) What were the maximum engine readings?
- (2) What parameters indicated fluctuation?

- (3) What was the degree of fluctuation?
- (4) What was the idle speed?
- (5) Did EEC go into N2 Non-Rated Mode? If so, was maximum EPR ever exceeded?

**f. Compressor Stalls**

- (1) Did stall occur at steady state? If so, at what power setting?
- (2) If stalls occurred during throttle movement, did it occur during advancement or deceleration or rapid deceleration?
- (3) Did stall occur while throttle was at idle position?
- (4) At what altitude did stall occur?
- (5) Was anti-ice used at time of stall?
- (6) Was stall apparent during ground operation?

**g. High Fuel Flow**

- (1) What did initial fuel flow read when Engine Shut-Off switch was placed to **ON**?
- (2) What did fuel flow read at stabilized idle?
- (3) Was fuel flow high at all power settings?
- (4) Were all other engine parameters aligned?
- (5) Was fuel flow high in reverse?
- (6) Were there fluctuations?
- (7) Any external leakage noted?

**h. Low EPR-Loss of Power-Low Power**

- (1) What was the EPR setting and what was the actual reading?
- (2) What was N1 reading?
- (3) What were all other engine parameters? \* **See chart on next page**

	<b>EPR</b>	<b>N1</b>	<b>N2</b>	<b>Fuel Flow</b>	<b>EGT</b>	<b>Oil Pressure</b>	<b>Oil Temp</b>
<b>No. 1</b>							
<b>No. 2</b>							
<b>No. 3</b>							
<b>No. 4</b>							

**i. Oil System Malfunction**

- (1) At what power setting did malfunction occur?
- (2) Was oil pressure low or fluctuating?
- (3) What was the oil temperature?
- (4) Was malfunction constant or intermittent?
- (5) Did all other engine instruments read normal?

**j. Low Oil Pressure**

- (1) What was the oil quantity?
- (2) At what power setting was pressure low?
- (3) At what altitude was oil pressure low?
- (4) What was oil pressure?
- (5) What was the oil temperature?
- (6) Does oil pressure follow throttle movement?
- (7) What was the oil temperature of the other engines?

**k. Oil Pressure Fluctuates**

- (1) What was the range of fluctuation?

- (2) At what RPM?

**l. Engine Starts but Slow to Accelerate**

- (1) What was the fuel flow during start?
- (2) Was EGT normal?
- (3) How long did it take to reach idle?
- (4) Any warning annunciator panel indications?
- (5) What was supply air pressure during start?

**m. Engine Slow to Accelerate From Idle to Power**

- (1) How long did it take to reach desired power setting?

**n. High EGT**

- (1) What were engine parameters?

	<b>EPR</b>	<b>N1</b>	<b>N2</b>	<b>Fuel Flow</b>	<b>EGT</b>	<b>Oil Pressure</b>	<b>Oil Temp</b>
<b>No. 1</b>							
<b>No. 2</b>							
<b>No. 3</b>							
<b>No. 4</b>							

- (2) Was anti-ice on?
- (3) Was EGT also high at idle and/or reverse operation?
- (4) What was EGT reading as compared to other engines?
- (5) Did EGT follow throttle movements?

**o. Vibration**

- (1) Was bleed air OFF?
- (2) Was IDG isolated?
- (3) Were hydraulic pumps isolated?

- (4) At what power setting was vibration noted?
- (5) Did vibration increase with throttle movement?

### **3. Fan Thrust Reverser (23V)**

#### **a. Thrust Reverser Fails to Deploy**

- (1) Did UNLK light illuminate?
- (2) Did REV light illuminate?
- (3) Was T/R slow to deploy?
- (4) How long did it take to deploy?

#### **b. Thrust Reverser Fail to Stow**

- (1) Did UNLK light extinguish?
- (2) Did REV light extinguish?
- (3) Was T/R slow to stow?
- (4) How long did it take to stow?

### **4. Core Thrust Reverser (7800)**

#### **a. High EGT on Start**

- (1) What was EGT on start?
- (2) Did starter accelerate engine normally?
- (3) Does fuel flow and RPM fluctuate?
- (4) What was the fuel flow during start?

#### **b. No Start**

- (1) Was their N2 indication?
- (2) Was there fuel flow indication?
- (3) Were alternate ignition sources tried?

#### **c. Hung Start**

- (1) How soon was N2 indicated when starter button

depressed?

- (2) How soon did fuel flow indicate, when Engine Shut-Off switch was placed to ON?
- (3) What was fuel flow reading?
- (4) Did EGT indicate 20 seconds after Engine Shut-Off switch placed **ON**?
- (5) What was N2% prior to shutdown?
- (6) What was EGT prior to shutdown?

**d. Hot Start**

- (1) At what percentage was N2, when placing Engine Shut-Off switch to ON?
- (2) How soon did fuel flow indicate when Engine Shut-Off switch was placed ON?
- (3) What was fuel flow reading?
- (4) Did EGT indicate 20 seconds after Engine Shut-Off switch was placed ON?
- (5) At what percentage did N2 reach prior to shutdown?
- (6) What was EGT prior to shutdown?

**e. Engine Surges or Fluctuates at Fixed Power Setting**

- (1) What were the maximum engine readings?
- (2) What parameters indicated fluctuation?
- (3) What was the degree of fluctuation?
- (4) What was the idle speed?
- (5) Did EEC go into N2 Non-Rated Mode? If so, was maximum EPR ever exceeded?

**f. Compressor Stalls**

- (1) Did stall occur at steady state? If so, at what power setting?
- (2) If stalls occurred during throttle movement, did it occur



during advancement or deceleration or rapid deceleration?

- (3) Did stall occur while throttle was at idle position?
- (4) What altitude did stall occur?
- (5) Was anti-ice used at time of stall?
- (6) Was stall apparent during ground operation?

**g. High Fuel Flow**

- (1) What did initial fuel flow read when Engine Shut-Off switch placed to ON?
- (2) What did fuel flow read at stabilized idle?
- (3) Was fuel flow high at all power settings?
- (4) Were other engine parameters aligned?
- (5) Was fuel flow high in reverse?
- (6) Fluctuations in gauges noticed?

**h. Low EPR-Loss of Power-Low Power**

- (1) What was the EPR setting and what was the actual reading?
- (2) What was N1 reading?
- (3) What were all other engine parameters?

	<b>EPR</b>	<b>N1</b>	<b>N2</b>	<b>Fuel Flow</b>	<b>EGT</b>	<b>Oil Pressure</b>	<b>Oil Temp</b>
<b>No. 1</b>							
<b>No. 2</b>							
<b>No. 3</b>							
<b>No. 4</b>							

**i. Oil System Malfunction**

- (1) At what power setting did malfunction, occur?
- (2) Was oil pressure low or fluctuating?
- (3) What was the oil temperature?
- (4) Was malfunction constant or intermittent?
- (5) Did all other engine instruments read normal?

**j. Low Oil Pressure**

- (1) What was the oil quantity?
- (2) At what power setting was pressure low?
- (3) At what altitude was oil pressure low?
- (4) What was oil pressure?
- (5) What was the oil temperature?
- (6) Does oil pressure follow throttle movement?
- (7) What was the oil temperature of the other engines?

**k. Oil Pressure Fluctuates**

- (1) What was the range of fluctuation?
- (2) At what RPM?

**l. Engine Starts but Slow to Accelerate**

- (1) What was the fuel flow during start?
- (2) Was EGT normal?
- (3) How long did it take to reach idle?

**m. Engine Slow to Accelerate From Idle to Power**

- (1) How long did it take to reach desired power setting?

**n. High EGT**

- (1) What were engine parameters?

	<b>EPR</b>	<b>N1</b>	<b>N2</b>	<b>Fuel Flow</b>	<b>EGT</b>	<b>Oil Pressure</b>	<b>Oil Temp</b>
<b>No. 1</b>							
<b>No. 2</b>							
<b>No. 3</b>							
<b>No. 4</b>							

- (2) Was anti-ice on?
- (3) Was EGT also high at idle and/or reverse operation?
- (4) What was EGT reading as compared to other engines?

**o. Vibration**

- (1) Was bleed air OFF?
- (2) Was IOG isolated?
- (3) Were hydraulic pumps isolated?
- (4) At what power setting was vibration noted?
- (5) Did vibration increase with throttle movement?

**SECTION V**  
**HYDRAULICS**

**1. Hydraulics**

- (1) Was hydraulic system pressure within limits?
- (2) Did the secondary pump have to assist primary pump?
- (3) Did primary pump malfunction?
- (4) Did secondary pump come on-line to provide system pressure?
- (5) Were auxiliary pumps turned on to assist the other hydraulic systems?
- (6) Did you have any low-pressure indications?
- (7) Were any of the filter manifolds checked? Was there an indication of a clogged filter or popped DPI?
- (8) What was the reservoir quantity?
- (9) Did you have any indication that the reservoir was malfunctioning?
- (10) Did you have a high temperature indication?
- (11) Did you have high pressure above 4200PSI?
- (12) Were there any hydraulic leaks noted?
- (13) Do pumps function normal under a load condition?
- (14) Does reversible motor function within prescribed limits?
- (15) Were any warnings indicated on WAC panel? If so, what were they?
- (16) Any circuit breakers out?
- (17) Any non-avionics messages on MCD?

## **SECTION VI**

### **FUELS**

#### **1. Fuel System**

- (1) Dashes displayed on: Totalizer, One or more fuel tanks?
- (2) Any blank displays?
- (3) Any noted changes with channel selection?
- (4) Any circuit breakers out?
- (5) Any fuel load imbalance during flight?
- (6) Was there a left or right wing heavy message on WAP?

**SECTION VII**  
**POSSIBLE OPERATING CONDITIONS**

**1. Weather**

**a. Lightning Strike**

- (1) Where is approximate location of entry/exit of lightning strike?
- (2) Any noticeably system malfunction after lightning strike?  
(radios, radar, aircraft lighting, etc.)

**2. Flight**

**a. Bird Strike**

- (1) Approximately, where did bird(s) impact?
- (2) Any noticeably engine fluxuations, vibrations, system failures?
- (4) At what altitude, speed, location did impact with bird(s) occur?

**3. Foot and Mouth Decontamination**

**a. Did the aircraft land at a base disinfecting for Foot and Mouth Disease (FMD)? (As of May 2002, Spain and Italy require aircraft to be disinfected if they come from England). If so:**

- (1) Was an entry made in the 781A's using WUC 02400?
- (2) What was the chemical and concentration used?
- (3) What area(s) were sprayed?

- (4)How long did chemical solution remain on the aircraft?
- (5)How was chemical cleaned off?
- (6)What are the landing gear serial numbers (if sprayed)?

**b. Make the following entries in the 781A:**

- (1)Wash and Lube required within 72 hours for areas chemically decontaminated for FMD: (list areas, use WUC 02400)
- (2)If landing gear sprayed/disinfected, make the following entry in the 781A, “visually identify the landing gear serial numbers and verify this information is accurately reflected in G081.
- (3)Report the following information electronically to HQ [AMC/LGMJS@scott.af.mil](mailto:AMC/LGMJS@scott.af.mil).
  - (a)MDS and complete tail number
  - (b)Information from 1-6, from Section VII, 3a.